

IN THE CLAIMS

Please amend the claims to read as follows:

Listing of Claims

Claims 1-10 (Cancelled).

11. (New) A method to assist the piloting of an aircraft in a non-precision approach during a landing phase, wherein a series of successive steps is carried out automatically, the series of steps comprising:

a) verifying, according to respective standards of operation, conditions relating to the correct functioning of a plurality of equipment of the aircraft and to the integrity and precision of measurements of parameters used for implementing the non-precision approach, based on information coming from the plurality of equipment;

b) selecting, on the basis of the verified conditions, one of a plurality of different approach categories; and

c) presenting the selected approach category on a display screen.

12. (New) The method of claim 11, wherein the conditions verified in step a) include:

verifying the correct functioning of each of two flight management computers;

verifying the correct functioning of each of two multimode landing assistance receivers;

verifying the correct functioning of a satellite positioning function of each of the two multimode landing assistance receivers;

verifying the correct functioning of an assisted approach mode function of each of the two multimode landing assistance receivers;

verifying the correct functioning of each of three inertial reference systems, which integrate aerodynamic data;

verifying the correct functioning of an attitude and direction indicator of the aircraft;

verifying the integrity and precision of a position value of the aircraft;

verifying the uncertainty of the position value of the aircraft;

verifying the consistency between a position of the aircraft, calculated by at least one of the flight management computers of the aircraft, and a position of the aircraft received from a satellite positioning system; or

verifying the precision of an altitude value of the aircraft.

13. (New) The method of claim 11, wherein step a) further comprises verifying, according to a standard of operation, the correct functioning of an automatic pilot of the aircraft.

14. (New) The method of claim 11, wherein in step b) a first approach category is selected when the following conditions are verified simultaneously in step a):

two flight management computers of the aircraft are functioning correctly;

satellite positioning functions of two multimode landing assistance receivers of the aircraft are functioning correctly;

at least two inertial reference systems of the aircraft, integrating aerodynamic data, are functioning correctly;

at least one assisted approach mode function of at least one of the multimode landing assistance receivers is functioning correctly;

an altitude value of the aircraft has a precision that is greater than a predetermined value;

the integrity and precision of a position value of the aircraft are achieved; and

a position of the aircraft, calculated by at least one of the flight management computers, and a position of the aircraft, received from a satellite positioning system, are consistent.

15. (New) The method of claim 11, wherein in step b) a second approach category is selected when the following conditions are verified simultaneously in step a):

at least one flight management computer of the aircraft is functioning correctly;

at least one inertial reference system of the aircraft, which integrates aerodynamic data, is functioning correctly;

at least one assisted approach mode function of a multimode landing assistance receiver of the aircraft is functioning correctly; and

a position value of the aircraft exhibits low uncertainty.

16. (New) The method of claim 11, wherein in step b) a third approach category is selected when the following conditions are verified simultaneously in step a):

at least one flight management computer of the aircraft is functioning correctly;

at least one inertial reference system of the aircraft, which integrates aerodynamic data, is functioning correctly;

at least one assisted approach mode function of a multimode landing assistance receiver of the aircraft is functioning correctly; and
a position value of the aircraft exhibits high uncertainty.

17. (New) The method of claim 11, wherein in step b) a fourth approach category is selected when one of the following conditions A, B, C and D is verified in step a):

A) two flight management computers of the aircraft are not functioning correctly;

B) two multimode landing assistance receivers of the aircraft are not functioning correctly;

C) three inertial reference systems of the aircraft, integrating aerodynamic data, are not functioning correctly; and

D) assisted approach mode functions of the two multimode landing assistance receivers are not functioning correctly.

18. (New) The method of claim 11, wherein the method is performed by a device of the aircraft.

19. (New) A device to assist in the piloting of an aircraft in a non-precision approach during a landing phase, the device comprising:

a means for verifying, according to respective standards of operation, conditions relating to the correct functioning of a plurality of equipment of the aircraft and to the integrity and precision of measurements of parameters used for implementing the non-precision approach, based on information coming from the plurality of equipment;

a means for selecting, on the basis of the verified conditions, one of a plurality of different approach categories; and

a display means for presenting the selected approach category on a display screen.

20. (New) The device of claim 19, wherein:

the display screen is a primary screen for piloting the aircraft; and

the display means presents the selected approach category in a zone of the primary piloting screen that is used for the display of an approach category during an instrument approach.